



# The China Mail.

Established February, 1845.

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三月二十日二十九百八十一號

HONGKONG, SATURDAY, DECEMBER 3, 1892.

五十年

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE STREET & CO., 30, Cornhill, LONDON;  
G. GORSE, Judges' Cirrus, E.C.; BATES HENRY & CO., 37, Walbrook, E.C.; SAMUEL DIXON & CO., 180 & 184, Leadenhall Street; W. M. WILLIS, 151, Cannon Street, E.C.; ROBERT WATSON, 103, Fleet Street.

PARIS AND EUROPE.—AMÉRINE FRANCE,  
39, Rue Lafayette, PARIS.

NEW YORK.—J. STEWART HAPPER,  
Chinese Evangelical Office, 62, West 23rd Street.

SAN FRANCISCO AND AMERICAN PORTS  
generally.—BEAL & BLACK, San Fran-

CISCO.

AUSTRALIA, TASMANIA, AND NEW  
ZEALAND.—GORGE & GORGE, Mil-

bourne and Sydney.

SYDNEY.—W. M. SMITH & CO., The  
Amalgamated Co., Sydney.

SINGAPORE STRAITS, &c.—KELLY &

WALSH, LTD., Singapore.

INA.—ALFRED A. DE CRUZ, Amoy,  
N. MOLES & CO., LIMITED, Foochow,  
LEEDS & CO., 34, Queen's Road, BRA-  
FORD; and KELLY & WALSH,  
Tuncoway, Liskeard, CRAWFORD & CO.,  
and KELLY & CO.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORA-  
TION. Rules may be obtained on ap-  
plication.

INTEREST on deposit is allowed at  
3½ PER CENT. per annum. Depositors  
may transfer at their option balances of  
\$100 or more to the HONGKONG AND  
SHANGHAI BANK, to be placed on  
FIXED DEPOSIT at 4 PER CENT. per  
annum.

For the Hongkong and Shanghai  
Banking Corporation.

F. DE BOVIS,  
Chief Manager.  
Hongkong, August 1, 1892. 1515

THE NATIONAL BANK OF CHINA,  
LIMITED.

AUTHORIZED CAPITAL, \$1,000,000.  
SUBSCRIBED CAPITAL, \$2,000,000.

HEAD OFFICE: HONGKONG.

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D. GHILIS, Esq., CHIEF TUNG SEANG,  
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PARIS BANKING CO. AND THE ALLIANCE  
BANK (LTD.)

THE COMMERCIAL BANK OF SCOTLAND.

Yokohama—D. FISHER, Manager.

Shanghai—O. J. GALLOWAY, Manager.

Amoy—J. ANDERSON, Manager.

With Sub-Banks at Foochow.

Current Accounts opened. Money re-  
ceived on Deposit Drafts issued. Bills  
purchased and collected. Advances made  
on securities or good in neutral godowna.  
Usual Bank Agency business undertaken.

Interest for 12 months fixed 5%.

do. do. 4%.

do. do. 3%.

Current Accounts 2%.

For rates of Interest for other periods  
apply to the Manager.

Hongkong, November 28, 1892. 42

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.

RESERVE FUND.....\$3,000,000.

RESERVE LIABILITIES OR  
PROVISIONS.....\$10,000,000.

COURT OF DIRECTORS—

T. E. DAVIS, Esq., Chairman.

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LONDON BANKERS—LONDON AND COUNTY  
BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 3  
per cent. per annum on the daily balance  
up to \$200,000.

On Fixed Deposits.

For 6 months 3½ per cent. per annum.

do. do. 3%.

# THE CHINA MAIL.

[No. 9810.—DECEMBER 3, 1892.]

## To-day's Advertisements.

### COMING SOON!

AT WEST POINT.  
There is Room on this Mundane Sphere  
for only

### ONE GREAT SHOW.

ALL OTHERS FADE WITH THE  
SETTING SUN, BUT WE APPEAR  
BRIGHTER THAN EVER.

### Harmston's Circus



### AND MANAGERIE.

An Overwhelming Organization that will  
live in the memory of man as long as  
THE WORLD GOES ROUND.

The Management, ever alive to the wants  
of his Patrons, has for a return visit  
spared neither trouble nor expense in  
securing far greater attractions than  
have ever appeared in Hongkong,  
relying upon the merits of its super-  
riority to achieve success,

### DETHRONE ALL PRETENDERS,

### AND

### MAINTAIN HIS SUPREMACY.

**CAPITAL AND BRAINS COMBINED  
MUST WIN SUCCESS.**

Among the many attractions to be  
presented will be

**THE FEELY FAMILY  
SIX IN NUMBER.**  
"The World's Greatest Acrobats,"  
the largest naiad performers ever in the  
East, who will make their  
**FIRST APPEARANCE IN HONGKONG.**

**THE MUSICAL GROTESQUE.**  
**THE STEWART BROTHERS,**  
JOHNNIE AND GEORGE

**THE OLD FAVOURITES—**  
**MILLE LE BLONDE**  
THE FEARLESS EQUESTRIENNE.

**GILBERTO THE GREAT.**  
**M. GEO. HARMSTON,**  
THE EQUINOID WONDER.

### The Animal Kingdom

OF  
LIONS, TIGERS, LEOPARDS,  
CHEETAS, ELEPHANTS, BEARS,  
PANTHERS, &c.  
**'ANIMALS FED DURING EACH  
PERFORMANCE.'**

### ONE TICKET ADMITS TO ALL

**A FAREWELL PROGRAMME**  
MORE GLORIOUS, POPULAR  
AND  
PEACEFUL THAN THE FIRST.

Doors Open at 8 P.M.

Performance at 9 P.M.

PRICES OF ADMISSION.

Box of 6 Chairs ..... \$12.00  
Single Seat in Box ..... 2.00  
Dress Circle Chairs ..... 1.50  
Stalls (Carpeted Seats) ..... 0.60  
Gallery (for Chinese only) ..... 0.30

Box Plan on view at KELLY & WALSH,  
where seats can be booked.

**ROBERT LOVE,**  
Acting Manager.

Hongkong, December 3, 1892. 2118

TO LET.

**THE BUNGALOW** at ROBINSON ROAD,  
lately occupied by the late Captain  
HOBSON.

**Two Large GODOWNS** Nos. 23A and  
23B, PRAYA CENTRAL.

**One GODOWN** No. 17, PRAYA EAST at  
BOWANGER.

Apply to VICTORIA HOTEL  
Hongkong, December 3, 1892. 2123

**STEAMSHIP YARRA.**

**COMPAGNIE DES MESSAGERIES**

**MARITIMES.**

**NOTICE TO CONSIGNEES.**

**CONSIGNMENT** of Cargo from London  
by S.S. "Monde et Douce," from  
Harrow, S. Devon, and from Bradford  
by S.S. "Polo de Lota," Arrived at Bowangon  
in connection with the above. Steamers  
are hereby informed that their Goods  
with the exception of Opium, Treasures and  
Valuables—are being landed and stored at  
their risk at the Horowon & Kowloon  
Wharf & Godown Company's Godowns  
at Kowloon, whence delivery may be  
obtained immediately after landing.

Optimal cargo will be forwarded, unless  
indication is received from the Consignee  
before noon To-morrow (Saturday), the 3rd  
instant, requesting it to be landed here.

Bills of Lading will be countersigned by  
the Underwriter.

Goods remaining undelivered after  
noon, the 3rd instant, at noon, will be  
subject to rent, and landing charges,  
and the same must be sent in to me on or  
before Friday, the 6th instant, or they  
will be sold to remit.

All damaged packages will be examined  
on Friday, the 6th instant, at 3 p.m.

No fire insurance has been effected.

**G. DE CHAMPEAUX,**

Agent.

Hongkong, December 3, 1892. 2119

KELLY & WALSH, Shanghai.

## To-day's Advertisements.

### PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction, on  
**TUESDAY,**

the 6th day of December, 1892, at 2.30  
p.m., at his Sales Rooms, Queen's Road—

**SUNDAY HOUSEHOLD  
FURNITURE, &c.**

comprising:—

TAPESTRY COVERED with PLUSH DRAW-  
ING ROOM SUITE.

MARBLE TOP CHESTS and SIDE TABLES.

CHIMNEY GLASSES, PICTURES and CHINA-

MENTS.

CARPET and HETHER RUGS.

DINING TABLE, SIDEBOARD with BAYEL-  
LED GLASS BACK, DINNER WAGGONS,

CHRYSANTHEMUM VASES,

DINNER DISHES and TEA SERVICES

GLASS, BOOK CASE, WRITING TABLE,

BOOKS, and COPIING PRESS.

VIENNA CHAIRS, and TEAKWOOD CANE

SEALED CHAIRS.

DOUBLES and SINGLE WARDROBES with

BAFFLED GLASS DOORS.

CAMPION WOOD CHEST of DRAWERS,

DESKS, and TOP WASHSTANDS.

ONE COOKING STOVE.

ONE CHINAKA.

SO., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,  
Auctioneer.

Hongkong, December 3, 1892. 2117

**CHRISTMAS SALE.**

PUBLIC AUCTION

OF JAPANESE WARE.

THE Undersigned has received instructions  
to Sell by Public Auction, on

**SATURDAY,**

the 10th December, 1892, commencing at

2.30 p.m., at his Sales Rooms, Duddell  
Street,—

A VERY FINE COLLECTION OF

JAPANESE WARE

comprising:—

HANDSOME CHINOISSE VASES, PLATES  
and PLAQUES in newest designs, LACQUERED

INLAID PANELS and PLAQUES SATSUMA,

TOKIO, OSAWA, and OTHER PORCELAIN

VASES, JARS, TRA and BREAKFAST SETS,

etc., PORCELAIN WALL PLATES, ETC., ETC.

HANDSOME INLAID CABINETS, LACQUER-  
WARE BRONZES, ALBUM COVERS, WATER-  
COLORS, SILK DRESSING GOWNS and JACKETS,

HANDKERCHIEFS, WALLHANGINGS, EMBROIDERED SCREENS, ARMOUR, HELMETS,

SPRAYS. And

A VARIETY OF OTHER ARTICLES.

Catalogues will be issued previous to the

Sale, and the above will be on view on

Friday next.

TERMS OF SALE.—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, December 3, 1892. 2124

**DOUGLAS STEAMSHIP COMPANY,**

LIMITED.

FOR SWATOW, AMOY and TAMSWI.

The Co.'s Steamship

FREDERIC H. DODDILL, Comptor,

will be despatched as

above on or about the 14th instant.

For Freight, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, December 3, 1892. 2123

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSWI.

The Co.'s Steamship

FREDERIC H. DODDILL, Comptor,

will be despatched for the above

Port on **TUESDAY**, the 6th instant, at

Daylight.

For Freight or Passage, apply to

JARDINE, MATHERSON & Co.,

Agents.

Hongkong, December 3, 1892. 2120

**DAKIN'S  
PURE VOLATILE  
EUCALYPTUS OIL,**

DISTILLED FROM THE LEAVES OF

SELECTED SPECIES OF EUCALYPTUS.

EUCALYPTUS OIL has become a

valuable Remedy in England,

India, and the Colonies and in Australia it

is used for nearly every known disease.

When applied externally it has a powerful

stimulus and sooths action but does not

blisters the most sensitive skin, and no ap-

plication will so quickly subdue the

pain of muscular rheumatism.

Taken internally, in small doses, it acts

as a powerful stimulant and antispasmodic

whilst its secondary action induces sleep.

The penetrating agreeable vapor of the

Oil is sedative, and when inhaled relieves

Asthma, Bronchitis, Catarrh and Sore

Throat.

It is also a most powerful antiseptic and

germicide being six times as effective as

Carbolic Acid in preventing development

of Bacteria in this direction being very numerous.

The active properties of the Oil depend

upon a Terpene called Eucalyptol and we

guarantee this Oil, prepared specially for

us, to contain the largest obtainable per-

centage of Eucalyptol and twice that of the

ordinary Eucalyptus Oil of commerce.

Sold in Bottles @ 50 cents and \$1.00.

DAKIN, CRUCKSHANK & Co., Ltd.,

Victoria Dispensary. [2

## THE CHINA MAIL.

The Russian Minister at Peking has notified his Government that the construction of the Manchurian Railway is beginning to meet with serious difficulties from the opposition of the Financial Committee appointed by the Chinese Government to decide as to the advantages to be derived from the line.

'Ours' has sent the following letter to the secretary of the Peace Society, under the heading of 'Doctored Butchers'. Any one who has forced himself to read the sickening details of the 'Distance Ride' from Berlin to Vienna, and vice versa, must be struck by the frightful injury to the moral feelings of both nations done by this terrible spectacle of legalized and honored torture. It is absolutely useless for law to be framed, and societies to be formed, for the prevention of cruelty and insultation of humanity, when 'sovereigns, princes, and gentlemen' lend themselves to commit and to admire such brutality. If the riders had desired to prove their own endurance they might have done so equally well with a day's ride from Berlin to Vienna, or from Vienna to Berlin; but they chose to inflict on the noble beasts which they tortured and murdered what could not have been given in all its mortifying infamy, to the public. To summon fine and impartial a court for overworking his horse, while an officer who has ridden his charger to death is fêted and decorated by emperors, is one of those examples of one measure for the rich and another for the poor which are the justification of the Anarchist. Every one of these decorated butchers who have been received and applauded by the young Kaiser and the old one, at Berlin and Vienna, should be degraded and imprisoned, if there be any reality whatever in the laws against cruelty and the professions of civilization. It is really useless to pray to you, for the most attitude, always the highest, that can be held man of royal and noble blood spurring their animals to death, or dragging them into the goal dripping with blood, sweating and screaming with agony, the spines twisted out of shape, the hoofs dropping from inflammation.'

**GALES IN THE CHINA SEA.**  
Dr Doberek writes to-day:—The following notice was issued at 10.30 a.m.: 'No. 18 gales continue in the China Sea.' Barometer almost steady. Gradients steep for N.E. wind. Weather overcast, cold and damp. (Held at 10.30 a.m.)

**ARRIVAL OF THE FRENCH MAIL.**  
All fears as to the safety of the French mail steamer 'Yver' were allayed by her arrival at midnight. She experienced very severe weather immediately after her departure from Saigon, and lost one of the blades of her propeller. Beyond that she suffered no damage. She will dock and have her propeller repaired before proceeding to Hongkong. H.M.S. 'Puffin' was under orders to go to sea this morning in the event of the 'Yver' failing to turn up in order to put our particulars regarding her. There will be a feeling of satisfaction not only over the safe arrival of the mail steamer but on account of the promptness with which Commodore Palmer arrived at a decision to render assistance if required.

**'FRAGRANT WATERS' MURMUR.**  
That I mentioned a fortnight ago the Go-official had spoken, and I have now to add that the Official Secretary has 'ordained' that the Unofficials had their insinuations at the Finance Committee, who the Officials declined to do. That the Captain of the Council team, on going in at the Council meeting made a rattling score, and had it all to himself. That he 'trundled his bob' just a little too much, the not overclean shower bespattering the opposing team all over, and once or twice bemearing the thunder as well. That the Colonial Secretary not only kicked his opponents downstairs, but followed them down and (metaphorically) dashed upon their prostrate forms. That an effort of Mr O'Brien was clever, carefully prepared and perhaps brilliant as far as a display of debating power, but it was not.

That Mr O'Brien is clearly a fighting man who is often in a fighting mood, but he is not the man to allow unopposed freedom or to pour oil upon troubled waters. That the Governor may have been wise to call in the aid of this doughty henchman to do the rough work, but the victory cannot be looked upon with unmixed pleasure even by Sir William. That it is not often the ugliest features of the autocratic and bureaucratic administration of Crewe Colonies are set forth in all their boldness, as was done by the Colonial Secretary in his almost impotent address. That Mr O'Brien makes no secret that he dislikes Hongkong, its climate, its environment, and its people—he is in it but not for it.

It may be open to question, however, whether his remarks, depreciation of the Colony, and his rating of the unofficial schoolboys, are quite the thing to gratify even his patrons of the Colonial Office.

That even a Secretary of State usually endeavours to cover the iron hand of autocratic government by a soft glove, and it seems passing strange if the O'Brien style of scolding the community through their representatives is the most suitable for the times.

That conciliation would have been better policy, even supposing the Unofficial Members had been naughty boys and had been misbehaving themselves shamefully during school hours.

That the Official O'Brien is, however, a personalization of the Crown Colony—it seems that it itself must prove an immense stock up any man in his dealings with the poor residents who have to labour here under that system, and who pay for the facility of being lorded over.

That the Unofficial Members have made and blundered—in tactics is quite true, and had they consulted more freely with those whom they represent, they might have avoided those blunders.

That if they had stuck to the general principle of reducing expenditure, and demanded the Retrenchment Inquiry, it would have been more sensible to follow up the wholesale reduction of salaries.

But a few whom they represented even supported the motion for reduction of salaries, and it was only in Parliament that the question of excessive expenditure and of protesting against the continuous and steady increase in the cost of administration.

That had it been otherwise, the weightiest arguments ought to have been advanced in favour of the reduction, and not a mere reminder of official promises to reduce salaries when the Colony actually became unable to pay.

That the weak front thus presented by some unofficials invited an incisive and effective rejoinder from the official side, and in many points the official had the best of it.

That as I have already said, the official champion did not know when to stop, and he not only said too much but he said it in an obtrusive and contemptuous manner.

That it is a pity we have not among the Unofficials a debater with the readiness of reply sufficient to have given the Colonial Secretary as good as he got.

That at the time of the Governor's Opening Address there was very little to say to that of Mr O'Brien's pay-out-salary portion. That His Excellency's words at last meeting were few but ill-chosen, and his inference that we were not amenable to reason has given deep offence and will rankle for many a day.

That I venture to say His Excellency has never ruled over a community more ready to listen to reason or more fit to recognize rational treatment, when they get it, than the people of Hongkong.

That if the harangue of his Colonial Secretary is to be regarded as the sweet reason to be looked for, then we can better understand Sir William.

That it may be admitted the 'no' must rest,

in a town like Hongkong, with the Imperial authority at Hongkong, there is a certain

all things, and the presence of five official members at the Council table is meaningless as far as the O'Brien attitude is concerned.

That if the Commission to inquire into the best form of retrenchment had been granted, there would have been no proposal to reduce salaries.

That when we see the Colonial Secretary tell even the Governor what his duty is or ought to be (as appeared in the oration of the other day), it is fairly evident who induced His Excellency to refuse the Retrenchment Commission, on the ground that it was the Governor's duty to look after the administration—that was none of the unofficials' business; that was their

right whatever in the laws against cruelty

and the professions of civilization. It is really useless to pray to you, for the most attitude, always the highest, that can be held man of royal and noble blood spurring their animals to death, or dragging them into the goal dripping with blood, sweating and screaming with agony, the spines twisted out of shape, the hoofs dropping from inflammation.'

#### ARRIVAL OF THE FRENCH MAIL.

All fears as to the safety of the French mail steamer 'Yver' were allayed by her arrival at midnight. She experienced very severe weather immediately after her departure from Saigon, and lost one of the blades of her propeller. Beyond that she suffered no damage. She will dock and have her propeller repaired before proceeding to Hongkong. H.M.S. 'Puffin' was under orders to go to sea this morning in the event of the 'Yver' failing to turn up in order to put our particulars regarding her. There will be a feeling of satisfaction not only over the safe arrival of the mail steamer but on account of the promptness with which Commodore Palmer arrived at a decision to render assistance if required.

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## PROGRESS IN AERIAL NAVIGATION.

In constructing a flying machine which is intended to be navigated by living engineers, precautions must be taken to ensure their safety. A very large aeroplane has to be provided to prevent a too rapid fall in case of a stoppage of the machinery, and this, of course, adds to the weight and to the power required to drive it. But should a flying machine be considered as only an aerial sled for carrying high explosives and dropping them on a city thirty miles distant, then the bulky aeroplane could be replaced by a large number of long, narrow blades, or wings, placed one above the other (supposedly), which would lift much more for their weight and the power required to drive them, and would enable the machine to fly much faster. A machine of this kind could be governed as relates to height above the earth after the manner of a common water torpedo, while its direction could be controlled with a great degree of nicely by a magnetic needle operating in such a manner that it could be easily set to steer automatically to the desired point of compass, at the machine could be caused to let go its bomb, or to fall itself with the remainder of its machinery after the pilot had made a predetermined number of turns.

Experiments in any field of research are always extremely expensive, even if all the data be at hand. How much more expensive must they be when conducted on a large scale in a field where all the data must be obtained by long and laborious experiments, in which many machines and expensive apparatus have to be invented and constructed simply to obtain the necessary data! Such experiments are too expensive to be conducted for any considerable time by private individuals. The French experiments were conducted by French officers at the expense of the Government; they extended over a period of fifteen years, and have all been conducted for the purpose of rendering the balloon manageable. At the date the experiments were commenced no motor had ever been made which was powerful enough in proportion to its weight to raise itself in the air. These experiments have cost some millions of francs, and as far as actual results are concerned they have pleased the French far ahead of all other nations in this field of science, and have probably brought the balloon to about as high a degree of perfection as it will ever reach. If we in England wish to excel the French in aerial navigation, I think we should turn our attention to the aeroplane, which alone is capable of being driven through the air at a speed which makes it independent of the wind, and which if it can attain a speed which will fit and carry load quite equal to that of the so-called "dirigible" balloons. Construction may be a long and expensive task, and all the points necessary to success may not be the work of any one man, but I do believe that a staff of engineers and scientists could be found among the Anglo-Saxon race, without going outside of England, who, if provided with unlimited means, could produce a machine that would actually fly without a gas-bag, and in much less time than it took the French engineers to evolve their present "dirigible" balloon, and thus render it quite as unsafe to attempt the invasion of England through the air.

Two eminent engineers are now experimenting in France with a view of navigating the air with machines heavier than the air (flying machines). The distinguished engineer, M. Tissandier, of Paris, M. Tissandier, has already made a small flying model, somewhat in the shape of a bird, which has actually flown a short distance, the motive power being produced from gas explosions taking place inside of flattened volatile spring such as are used in steam-gauges. The well-known and energetic M. Ader is experimenting on a true aeroplane driven by a steam-engine. He is said to have spent over 600,000 francs, but has only met with partial success, on account of the great weight of his motor. The German army is experimenting with dirigible balloons, and I have been informed by a Russian officer that the Czar has spent over 1,000,000 rubles out of his private purse on the aeronautics system. It is asserted that his motor will weigh less than 200 lbs. to the horse-power, consequently the flight is impossible. When the question is solved, as it is sure to be in the immediate future, the whole system of modern warfare will be changed. Big ships armed with big guns will not be able to protect themselves, much less the country they belong to, from attack, and nations will not be ready to go to war when each is armed in such a manner as to make it quite dangerous and disagreeable to the rulers themselves as to the common soldiers. If a warlike Continental nation should be the first to achieve complete success, it would probably make its power felt, and rearrange things to suit its own ideas; but when all the great nations find out how to fly successfully, there will be no more war between them, and the great armaments which have existed so long will, happily, become a thing of the past. A congress of nations will be a safe and just, and let us hope that we, the Anglo-Saxons, will be one of our immense numbers, our vast possessions, and our enormous wealth, will be permitted to occupy a front seat.—Hiram B. Maxim in the *Contingent Review*.

## HOW SHALL WE DECIDE THIS QUESTION?

Now, which is the worse—to have no appetite for your dinner, or to have no dinner for your appetite?

There are lots of people on the one side or the other of this question. Who is right? That is the chief difficulty of a person towards his meals. But most of us are blessed in that way; we either have too much food with an appetite, or a vigorous appetite without enough to satisfy it. Different folk will answer this question differently, yet the common sense of it is that, with reasonable limits, a better appetite is a better diet, and a dinner, however short of the mark, is a better meal. A hungry man; whereas a man who ought to eat and doesn't feel like eating, stands in need of alterations and repairs.

To illustrate. We recently received a communication in which the writer says: "I was afraid to eat. Did he fancy he had got the grippe, or did he not care against the nourishment he lived on? If the latter, why? Let him clear the mystery himself."

He says: "In the year 1889 I changed my work from railway ports to signalman. I had been signalman twelve months, and then all at once, so to speak, I did not feel myself. My mouth tasted bad, and the ordinary course of diet seemed to do nothing whatever the palate, to get rid of it. I then began to take the paint to my teeth. One thing was like another, and none was good. My tongue was coated and furred, with a dark line down the middle and yellow round it. My breath was offensive and my appetite poor, with pains through the chest and shoulders, which were always right before I had eaten anything. Then, one day, I suddenly said, 'I would rather go to sleep than eat,' and act as if it would kill my throat, and act as if it would choke me."

We cannot wonder that under these circumstances our friend failed to do justice to his meals. He adds that there was what he calls a "pricking sensation" at his heart, as though it were tormented with some sharp pain. Then, again, at times he was attacked with nausea, the agony of which was so severe that

the sweat rolled off him. "I drowsed," he says, "the thought of eating, and many a scanty meal have I made." I was afraid to eat.

After a time I got into a low, weak, nervous condition, and I suffered, as if something were going to happen, and this caused me to lose a great deal of sleep.

What he means by the fear of "something going to happen" is, of course, the fear of some calamity, such as the loss of his position, his own death, or the death of somebody dear to him. This was the result of his physical condition, and the impotency and waste of his blood (the life became) weakness, nerves, and to the brain, enfeebled by lack of nourishment. The night of this form of illness is always full of ghosts and goblins, the creatures of a restless and ungoverned imagination.

"With great difficulty, he says, "I stuck to my work, and had a wife and family depending on me. So I struggled on, but what I suffered for two years past is past my power of description. I am sure no one has suffered so much as I have done."

In the latter statement he undoubtedly was wrong. One's own pain is one's own, but it is always harder to bear than the pain of his neighbor's pain. This is an infinite multiplied when we let go his bomb, and to fall itself with the remainder of its machinery after the pilot had made a predetermined number of turns.

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Construction may be a long and

expensive task, and all the points necessary to success may not be the work of any one man, but I do believe that a staff of engineers and scientists could be found among the Anglo-Saxon race, without going outside of England, who, if provided with unlimited means, could produce a machine that would actually fly without a gas-bag, and in much less time than it took the French engineers to evolve their present "dirigible" balloon, and thus render it quite as unsafe to attempt the invasion of England through the air.

Two eminent engineers are now experimenting in France with a view of navigating the air with machines heavier than the air (flying machines). The distinguished engineer, M. Tissandier, has already made a small flying model, somewhat in the shape of a bird, which has actually flown a short distance, the motive power being produced from gas explosions taking place inside of flattened volatile spring such as are used in steam-gauges. The well-known and energetic M. Ader is experimenting on a true aeroplane driven by a steam-engine.